



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Thursday, December 20, 2001REPORT NO. 012WEATHER Overcast to Mostly CloudyTEMPERATURE 39 - 45**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:****Hickey Marine** - Foreman, Operator, Tugboat Pilot, Pile Buck**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):****Hickey Marine** - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

1:00 pm Per telecon with AI (Port Navigation), they experienced some down time due to mechanical problems. He estimated completing the pumping at 6:00 pm. I notified Greg (Hickey).

4:20 pm Per telecon with AI (Port Navigation), he estimated completing the pumping at 6:00 pm. I notified Greg (Hickey). Greg indicated that he spoke with Columbia Grain. He learned that the barge slip was open next Thursday. Greg indicated that they plan to finish Dredge Area 1 and 3 next Wednesday. They will use the "Chetco" barge to dredge the barge slip on Thursday, while the Port empties the dump scow. They will need to transfer the material from the "Chetco" to the dump scow. They plan to finish all areas on Friday. Per telecon with Greg (Hickey) and Cliff (Hickey), we discussed the definitions for shift in operations and demobilization as outlined in the specifications.

5:30 pm I notified Maury (Port Navigation), that the estimated start of dredging was at 7:00 or 7:30 pm.

6:55 pm Hickey began dredging in the downstream ½ of the barge slip. The draft of the dump scow was 5.5 at Bin No. 7. The screen was over Bin Nos. 2 and 3. The crane barge was inland of the dump scow.

I reviewed the Project Specifications regarding the measurement and payment of shift in operation/demobilization and determined that there were none performed on this project. Bid Item No. 1 is lump sum and accounts for all moves. I notified John (Port CCM).

7:45 pm Hickey continued the dredging operation in the barge slip. Bin No.3 was ¾ full and Bin No. 2 was ¼ full.

8:15 pm Per telecon to Andy (Hickey), he indicated that they would be switching to the upstream ½ of the barge slip. They arranged for the trestle to be opened at 9:30 pm. They indicated that they would need to be out of the barge slip prior to the scheduled 4:00 am barge, but they would probably fill the dump scow prior to that time.

9:15 pm Hickey moved to the upstream ½ of the Berth 501 barge slip. The upstream trestle was opened to allow access.

9:40 pm The screen was moved to Bin Nos. 5 and 6. Bin Nos. 2 and 3 were full of dredge material and water. The dump scow draft at Bin No. 1 and 7 was 11.5 and 6.5 feet respectively. The crane barge was positioned inland of the dump scow during dredging.

10:45 pm I observed Maury (Port Navigation) sampling for turbidity testing from the Port boat.

Hickey continued the dredging operation in the barge slip. Bin Nos. 5 and 6 were nearly filled with dredge material and water. The draft at Bin No.7 was 11.5 feet.

12:00 am Per telecon with Maury (Port Navigation), the turbidity sampling results were as follows:

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Sampler	Time	Upstream	Top	Mid	Bottom	AVG	Downstream	Top	Mid	Bottom	AVG	Visual
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Steve	2255		31.1	31.5	31.5	31.4		33.0	35.2	33.2	33.8	None
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Per telecon to Andy (Hickey), he estimated completing the dredging at 1:00 or 1:30 am. I notified Maury (Port Navigation).

12:45 am Hickey moved the screen to Bin No. 2. The dump scow draft was 14 feet at Bin No.7.

1:10 am Hickey completed the dredging for tonight. The average draft was approximately 14 feet. Bin Nos. 2 through 7 were filled with dredge material and water. Bin No.1 was ½ full.

2:30 am Via voice message to Denise (Port Terminal 4 Manager), I notified her that dredging of Terminal 2 was possible late next week.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

INSPECTOR

Frank Schmidt

HRS

DATE



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PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015

CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg Speyer

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(signature on hardcopy)-- _____